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# LATEST OFFICIAL MAP AND GUIDE

OF

## Guatemala and Honduras



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Oct. 2, 18

*Jose Maria Reina Barrios,*  
President of Guatemala.

A Short History of the thrifty Republic of the South, containing all information that will be useful to the visitor, immigrant and workingman.

...ISSUED BY...

**V. LAMANTIA LABOR AGENT,**

327 Exchange Alley, New Orleans, La.

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To his Excellency,

JOSE MARIA REINA BARRIOS,

President of Guatemala.

*This little work is respectfully  
dedicated as a slight acknowledge-  
ment of the many sterling qualities  
of the most progressive ruler of  
that Republic.*

VINCENT LAMANTIA,

Ex. U. S. Consul,

Catania, Sicily.

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# GUATEMALA.

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## A SHORT HISTORY OF THE THRIFTY REPUBLIC OF THE SOUTH.

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Containing All Information that  
Will Be Useful to the  
Visitor, Immigrant and  
Working Man.

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If there is a country where progress and prosperity walk hand in hand, and over which the shadow of coming events now rests, Guatemala is that country. It is the El Dorado of the laboring man and a mine of wealth to the visitor. No lack of work, no want of money.

A history of the origin of Guatemala will, of course, will be of no interest or moment to those who labor long for a livelihood. The following

brief sketch of the state is therefore appended for the benefit of those who may wish to visit that country of sights and signs as a matter of education or amusement.

In 1502 Columbus, the great navigator, landed on the coast of what is now known as Honduras, and took possession of that country in the name of Spain. In 1523 Cortez, after conquering Mexico, sent one of his officers south. This officer made himself master of the northern portion of Central America, or what is now known as the state of Guatemala. This was virtually the origin and beginning of the country now attracting so much attention. In the course of a few years all the country south, embracing the present five Central American states, was under the control of Spain, and was organized under the captain generalship of Guatemala, the other states being provinces.

In 1820-21 Guatemala, or Central America, shook off the Spanish yoke, and for a time was a part of Mexico. In 1824 the Republic of Central America was formed by a union of all the states, but this was dissolved in 1839 by the withdrawal of Honduras and Nicaragua. Matters continued in this state until 1872, when President Barrios (uncle of the present ruler), the President of Guatemala, made an effort to form a federation of all the

states, under the general name of the United States of Central America. Jealousy of the other states and suspicion of the President's motive caused dissention in the other states, and eventually led to war, in which Barrios, the originator of the great movement, lost his life, being killed in the battle of Chalchuapa, in 1885.

War and bloodshed continued in this portion of the world for some years, and this continued strife has tended to retard the development of the country. It has remained for Jose Maria Reina Barrios, the present ruler, to carry into effect a movement for the settlement and civilization.

Guatemala is the most important of the five Central American Republics. It is third in size, but first in agricultural and commercial importance. It has an estimated area of 46,800 square miles. There are twenty-seven departments or counties, and there are 374 cities and towns, and in 1870 had a population of 1,394,223.

By the amended constitution of 1889 executive power is vested in a President, who is elected for six years, and a National Assembly, elected for four years. These are all chosen by universal suffrage, the same as in the United States.

The physical aspect of Guatemala is generally mountainous. The mountains are covered with magnificent

forests, and from this the state takes its name, as the meaning of "Guatemala" is "full of trees."

The country has a great variety of climates. On the Pacific coast the heat is intense. On the Atlantic side it is much cooler. As one leaves the seashore the climate changes and becomes cooler as the distance increases. It is cold in the highlands, and sometimes snows. The maximum temperature is 88 degrees, the minimum 38 degrees, the average 65 degrees.

#### VARIOUS ALTITUDES.

The city of Guatemala has an altitude of about 6,000 feet, same as the City of Mexico.

Amatitlan has an altitude of 4,212 feet. Escuintla has about the same. It is a popular health and summer resort of the state.

Antigua is one of the historic cities of the state. It was founded in 1583. It is surrounded by rich lands, and is the center of the vast sugar and coffee interests. It has an elevation of 5,000 feet.

Chimaltenango is also a large and wealthy city. Here are located vast cotton factories, and other industries. It has an elevation of about 3,000 feet.

The city of Coban has an elevation of 4,300 feet. It is the center of vast coffee and fruit interests.

Zacapa is located in a fertile val-



ley. It is a city of 44,000 people. It has an elevation of 600 feet. It is healthy and the climate agreeable.

Chiquimula is about the same elevation as Zacapa. It has a population of 63,000.

Jalapa has an elevation of 6,000 feet. The climate is even, being very little change the year around. Agriculture is the principal industry.

Jutiapa is low, but the climate is healthy, although warm. Coffee and sugar is the principal industry.

The towns mentioned are along the line of the railroad, and a very clear idea can thus be had of the climate, etc., along the line.

### IMMIGRATION.

Guatemala is a healthy country, abundant in vacant and fertile lands, almost two-thirds of which are not cultivated for want of labor, and the country offers to immigrants great advantages. The soil needs no fertilizers, and the industrious immigrant even without capital, will simply have to till the land slightly and sow the grain to obtain a sufficient crop after six months for the ample support of a family.

The government encourages and protects immigration in a very liberal manner. Those who possess a little money can make a fortune within a few years. Others who have a profes-

sion or trade find unlimited fields to exercise them profitably. No person ever yet left the country on account of a want of an opportunity to invest his capital or for lack of lucrative employment, when he wanted to work.

A few years ago a vessel with Italian immigrants arrived in Guatemala and though nothing was prepared for them, every one found employment without difficulty. Those who had no money, made a good living cutting grass from the fields and selling it in the cities. Others cultivated gardens, and did well with vegetables, etc. Others raised pigs, chickens, etc., and made money.

### THE PURCHASE OF LANDS.

The following are the principal articles of the code concerning the purchase of vacant lands:

Two dollars per hectare ( $2\frac{1}{2}$  acres), if the lands are level and covered with natural pasture.

One dollar and a half if the land is level and covered with brush, from which sassaparilla, gutta-percha, etc., can be obtained.

One dollar if there are no bushes, but none of the above products.

Eighty cents if the lands are broken, stony, etc.

Lands that are within sixty miles of a city are appraised at about one-quarter increase.

The appraisement of lands is made by experts.

### COST OF ARTICLES OF FAMILY USE.

Fresh beef, 8 cents; coffee, 12 cents; flour, \$8 per hundred pounds; butter, 40 cents per pound; tobacco, 40 cents per pound; soap, 10 cents; oranges, per 100, 15 cents; eggs, 10 cents; wood for fuel, 30 cents per load.

### Animals.

Horses, \$40 to \$80; mules, \$60 to \$320; cattle, average price, \$14.

Wages are never less than \$1 per day.

All the prices here given are in Guatemala money.

### HOW TO GO.

In former days the trip from the United States to Guatemala was a matter of serious thought, and consumed much time. Steamers only left New York at irregular intervals, and the time was something over fourteen days, and the fare was \$45. Passengers were compelled to go by the Isthmus of Panama and up the Pacific side to San Jose. Now the trip is a small matter of five days, with comfort and ease, and the cost is \$30 or \$18. For this shortening of time the public is indebted to the New Orleans, Belize and Royal Mail Steamship Company of New Orleans, and known as the Ma-

chica line. The fleet is composed of five steamers, and was organized by Messrs John and Mike Macheca known as the "Macheca Bros." At the beginning there were only two vessels.

The present personnel of the line is John and Mike Macheca, Joe and Peter Torre, Mr D. Cifalu, John B. Cifalu and Captain Leech. All enterprising people, to whom Guatemala owes much of her progress and prosperity.

The vessels now composing the Machica line are the Breakwater, Stillwater, Clearwater (to and from Mobile), the Wanderer, the Foxhall, and formerly the City of Dallas, which was lost at sea not many months ago.

The Breakwater is the flagship of the fleet, and is commanded by Capt. Louis Rivara, a courteous Genowese mariner, and a lineal descendant of the great navigator Columbus. He is assisted by Mr. Wm. Grant, purser, who does all within his power to make the trip on his boat a pleasant and instructive one.

The Stillwater is next in importance and is commanded by Capt. Henry Galt, with Mr. L. Harang purser. The Clearwater is next, with Capt. McFarland on the bridge and Mr. J. Lowe purser. Next is the Foxhall, Capt. Leslie in charge and Mr. Wm. Macheca in charge of accounts. The Wan-

derer completes the list of vessels, with Capt. Brown in command and Mr. W. Wasson, purser. All of these gentlemen have sailed the ocean blue for many years, and passengers on either vessel will be given every attention, and meet with that true bon homme that stamps the true mariner.

The voyage from New Orleans is via Belize and Livingston, the steamer arriving in Balize on Sunday night. Leaving Belize, a run of twenty-four hours down the bay brings the vessel to Livingston, where connection is made with steamboats running up Rio Dulce and across Lake Izabal to Panzos. From Livingston the vessel crosses the bay (nine miles) to Puerto Barrios, when the voyage to Guatemala ends. The vessel proceeds to Puerto Cortez, in Honduras, and begins its return trip to New Orleans, arriving on Monday evening.

On leaving the vessel at Puerto Barrios passengers proceed by mail to Gualan, a distance of 80 miles. The railroad is now complete and in operation to that point—the fare is 4 cents per mile. From Gualan the trip to Guatemala City is made by mule train and is completed in three days. The fare is \$20.

From this it will be seen that instead of a sea voyage of fourteen days the traveler now reaches the capital

city in eight days, with an interesting overland trip after the sea voyage.

## RAILROADS.

It was only in recent years that Guatemala made anything like progress in railroad building. In 1871 a concession was granted for a railroad. This was granted to Messrs. Leland Standferd, C. P. Huntington and others. The road was not opened to traffic however until 1880. The line is seventy-one miles long, and connects the capital with the Pacific Ocean. From Champirico to Ratalhullen, a distance of twenty-five miles, a road is operated by the government, and arrangements have been perfected to extend it further north. These two lines were, up to 1884, the only railroads in the state.

In 1884 the Guatemala Northern, from Puerto Barrios to Guatemala City, was begun. This was under the direction of President Barrios, the elder, who with his own hands threw the first spade of dirt that marked the beginning. Work continued for about twelve months, when it was brought to an abrupt close by the declaration of war and subsequent death of President Barrios on the battle field.

In 1888 a contract was made with an English company to complete the line, but it amounted to nothing. Later, in 1889, another contract was

made with a French company, who also failed to carry out their plans.

During the operations of the English company in 1883 there was an American engineer employed on the work. At the breaking out of the war this man left the country and joined the Panama Canal Company. When the expose of that company came the American returned to Guatemala. The present President Barrios was then in charge, and at his request the American reported officially as to the practicability of completing the line begun by the former President. As nothing was impossible to this man, he, at the request of President Barrios, took charge of the work and built eighty miles. This American was Sylvanus Miller, the man now in charge of the road.

This road is now under the general management of Mr. Miller A. Smith, a competent and popular railroad manager.

Track laying has just been completed between Gualan and Zacapa, and grading from Zacapa on toward the capital is now under way, under direction of the leading contractors, Messrs. R. H. May, Fred Prescott, Clay Parks, Wm. Penny and R. E. Caldwell.

From San Jose, on the Pacific side, a line is in operation to Guatemala City, a distance of seventy-one miles.

This is the Huntington system.

Another short line is operated by the government from Camprico to Ratalhulan.

### PROPOSED LINES.

Thus far mention has been made only of the lines in operation. The system of proposed lines is extensive, and when completed will give Guatemala a most complete railroad system. As already mentioned, the line from Gualan to Guatemala City is in course of construction. In addition to this, a line is being built from Panzos to Coban, under direction of Mr. Geo. Jeckeyl, thus connecting the coffee interest of that section with navigation through Lake Izabel to Livingston. From Panzos a line will be built south to Zacapa, and from Zacapa to Jutiapa, through Jalapa. From Coban the line starts south, and is surveyed into Guatemala City and from the city to S. Geromino, on the coast.

From Zacapa another line crosses to Honduras and connects with the Inter-Oceanic at S. Baraba.

When these lines are all complete the rich agricultural portions of the state will be open to commerce, and ample facilities afforded to handle the products, all of which will be brought into Puerto Barrios for export. Guatemala can then boast of one of the



most complete as well as extensive railway systems extant, and the three factors in bringing this about will be: President Barrios, for his enterprise and patriotism; Sylvanus Miller, for his ability as an engineer and contractor, and the Macheca line, for facilities in shipping and handling material.

In addition to the railroads, the country abounds in trails and roads throughout all the sections not touched by rail. All the cities and towns are connected by these public highways, and, where no rail facilities are to be had, traders and settlers will have no trouble in going from town to town.

### GENERAL INFORMATION.

To the hustling investor, Gaute-maula offers superior inducements, and the capital required is more in the line of "willingness" than money. The cultivation of coffee has made immense fortunes for all those who have engaged in it, and this fact has caused the inhabitants and those who cared to work, to neglect the lesser lines of work. This refers to the food supply, or articles of home consumption. All of which are neglected and will give vast returns to "small investors" who uses his brain as well as brawn.

Everything the people eat is im-

ported. Beef, vegetables, grain, fruit, etc., are bought, not raised. Here there is an opening for men of moderate means. Cattle are shipped to the state by hundreds for beef, and yet the whole state, with its natural pastures and its even climate is a natural stock farm. Watermelons are shipped from New Orleans, and sell for \$1 each in the various cities of the state, and yet the soil and climate produce the largest and best melons to be had in any clime. Vegetables of all kinds are shipped in, and command better prices and find readier sale than in the United States. Yet the best gardeners in the world can be had in Guatemala. The same conditions exist in dairy products, wine, chocolate, honey, and all those little things so common and so necessary in the United States. The reason for this is found in the fact that those who are able to buy devote their time and money to coffee, and the poorer classes are too indolent to raise and sell an article that they consider useless, because not necessary to sustain life.

Tobacco culture is another branch that cannot fail to pay. This industry is specially protected by the government, and premiums are offered for the largest amount raised by each planter. Every native who raises five or more "cargas" of tobacco is exempt from military or municipal duty.

A 'cargas' is about one hundred pounds.

The country around Zacapa and Chiquimula is the tobacco growing portion of the state.

The articles of food that are imported because the natives will not raise them is as follows: Wheat, barley, potatoes, corn, beans, rice, hay, lard, salt and dairy products.

Guatemala is very rich in minerals. Silver and gold is found in paying quantities almost all over the state. Detailed particulars of this branch can be had by application to the government or any agent of the country. The minerals include silver, gold, salt, chalk, quicksilver, lead, copper, mica, etc. All these can be worked in paying quantities, and the mining laws of the etate are liberal and encouraging to prospectors.

Foreigners on arriving in the territory are strictly enjoined to respect the authorities and to obey the laws, for by so doing they acquire the right of being protected by them.

Neither natives nor foreigners can claim indemnity for damages or injury to their property or person, caused by revolution.

Property is declared inviolable. Expropriation proceedings can be instituted only for motives of public interest, legally; process, in which case,

the owner may receive full value of his property in current money.

Every service which, by virtue of law, cannot be rendered gratuitously, shall be properly remunerated.

No one can be arrested or imprisoned except for offense against the government. Every person arrested shall be examined within forty-eight hours. The detention shall not exceed five days; within that time the authorities shall justify the imprisonment or set the prisoner at liberty.

The government of every department, or county, is exercised by a political chief. Each town is controlled by a local authority, who is under the county officer.

In order to obtain concessions for building, privileges to cut timber or any other enterprise, application must be made to the government.

There is a generally accepted belief among those who do not post themselves, that Guatemala is a "fever breeding death trap." They think and believe that to go to that country means to expose themselves to death and sickness. This is a very mistaken idea, as nothing of the kind exists. There is no "swamp" in Guatemala; no marshes; no stagnant water or "boggs." The country being mountainous, is well drained, and the air is pure. The strip of country along

the coast, varying in width from three to ten miles, is low and hot. During the months of July, August and September rain falls daily during this period. This is what is called the "rainy season." Along the coast the dampness and extreme heat during these months make it very unpleasant for foreigners, and this strip is where the fever makes its appearance. Everyone who goes there is by no means liable to sickness, the fever appearing only among those who remain in that part five or six months. Back from the coast the high land begins, and settlers are not subjected to the same conditions as along the coast.

American Consuls are stationed at the principal points.

Parties going about the country and leaving the state must have a "passport." This can be had from any of the Consulates.

Any article of wearing apparel, food, tools, etc., can be purchased in the state. The prices are about the same as in the United States.

prepared for cold nights Parties g

Parties going to Guatemala should go prepared for cold nights, as the temperature falls, and travelers and settlers sleep under two or more blankets. If they intend to stop along the coast they should take a mosquito bar.

Blankets and bars command good prices.

Doctors, hospitals, etc., can be found without trouble in case of need.

### COMMERCIAL ADVANTAGES.

In his annual report to the Secretary of State, dated January 18, 1891, Mr. Samuel Kimberly, the United States consul-general, submitted much information of value concerning the commercial opportunities for the merchants and manufacturers of the United States in Guatemala, from which a considerable portion of this chapter is compiled.

The merchants throughout the interior of the country are usually dealers in general merchandise, that is, they carry mixed stocks of goods, comprising a little of everything that is wanted by the people, nine-tenths of whom are agriculturists and laborers, and require the cheaper grades of clothing and dress goods, crockery, etc. Their capital is usually small and they procure their supplies from the wholesale dealers in the larger cities of the Republic, carrying stocks representing a value of from \$5,000 to \$15,000, about one-half of which is purchased on credit from six to nine months' time, with interest of 7, 9, and 10 per cent. The goods are transported from Guatemala city and other commercial centers on pack mules, ox

carts, and by "cargadores"—men who carry packs on their back—and take loads of 125 pounds. A mule carries 250 pounds, but the load must be divided into two packages of 125 pounds each to be handled conveniently. For this reason manufacturers and exporters in the United States should observe the greater care in the packing of articles for that market, making the packages not heavier in weight than 125 pounds, as secure and compact as possible and without any unnecessary weight. The same conditions apply to Mexico, and all the countries of Central and South America.

There is general complaint throughout all the American Republics about the carelessness of packing in the United States, and for that reason much trade goes to Europe where packing has been reduced to a fine art. It is particularly necessary that goods for Guatemala and other Central American countries should be carefully packed because of the rough handling they receive on the Isthmus of Panama, and at San Jose, and Champerico, the two Pacific seaports of Guatemala.

Merchants in the larger cities of Guatemala carry stocks valued from \$25,000 to \$100,000.

In his report, Consul-General Kimberly says: "That there need be no

apprehension as to collections, for I have discovered that business failures are exceedingly rare, and fraudulent business failures are unknown here. In fact, the laws of this Republic are of such a stringent character that one having failed in business must show to the legal authority that he has fully paid off all previous liability before he can recommence. The merchants, and especially the larger houses, are as a rule thoroughly strict and reliable, and are composed of all nationalities, the Germans, however, predominating."

### WEIGHTS AND MEASURES.

The standard of weight adopted is the Spanish pound. One libra is sixteen ounces; one aroba is twenty-five pounds.

In measuring distance the Spanish vera is the standard. A "vera" is three feet. Five thousand veras is equal to 4,180 kilometers, and constitute a league, or three English miles.

### MONEY.

The national standard for money is the dollar, which contains 900 grains of silver.

A peso, or dollar, is worth 100 cents. A pesata is 25 cents; a real is worth  $12\frac{1}{2}$  cents; a medio is  $6\frac{1}{4}$  cents; a cuartillo is  $3\frac{1}{8}$  cents. There is also in circulation 15 and 10 cent pieces.



## MAILS.

Guatemala entered the Universal Postal Union in 1881. The mail service is perfectly organized, according to the best systems in operation. Residents and visitors will have no trouble in receiving and forwarding mail matter. The rates are as follows: Letters, 5 cents; papers, 1 cent.

## TELEGRAPH.

The state has a fine telegraph system. Lines bringing all the principal points of the state into communication. There is estimated to be about 3,000 miles of telegraph lines in operation. The rates are about the same as in the United States. All messages are sent in Spanish.

## MINES AND MINING.

Guatemala is very rich in mines and minerals. Gold and silver is mined in paying quantities, but the method is crude and primitive, most of it being "placier." The mines are scattered all over the state and along the Guatemala Northern Railway there are very rich deposits and operated mines. It is liberal in its mining laws and in fact offers inducements for their development.

The following provisions of the law will give a correct idea of the manner of acquiring and working mines.

Auriferous sands, iron deposits, etc., in river beds or placiers, on whatever land they may be found are free to all persons without special permit.

All persons, either native or foreign who shall discover a deposit, ledge or vein shall be entitled to the concession thereof.

All persons who shall work old or abandoned mines shall be considered as discoverer, and shall be entitled to the undisputed possession.

These are the main features governing prospectors. Claims for "blind leads," etc., are about the same as in the United States. A copy of the mining laws can be had by application to the government.

## EDUCATION.

For some years past the government of Guatemala has cultivated with the greatest care the development of public instruction, which is free of charge and compulsory. There are 1252 schools throughout the Republic.

In addition to these, the Republic has "A National Library," containing 30,000 volumes.

A Conservatory of Music and fourteen schools of music; all maintained at a cost of about \$7,000.

There are three schools of Arts and Trades, employing ten professors and thirty foremen in the work shops.

Recently the government has authorized the establishment of one of these schools for women.

The government has established six Central Technical Colleges, viz: The Law School; The College of Medicine and Pharmacy and the College of Engineers—two of each.

## LABOR.

The shipping of negro laborers from New Orleans to Guatemala has been a matter of serious importance during the last few years.

The Guatemala Northern Railroad system has been virtually worked by said labor, which labor, four years ago, when Sylvanus Miller was constructing the road himself; the negroes then flocked from every Southern State crowding the labor agencies for shipment to Guatemala, for work on said road. Unfortunately, among them were some lazy, worthless, barrel-house negroes, who, being under the constant surveillance of the police, and liable to arrest here, preferred to be shipped to Guatemala. Said negroes, intending to pursue the same course of life over there refused to work; hence trouble ensued between them and the contractors.

Those negroes, gamblers by trade, out of their first earnings, bought their tickets and returned here. Awful have been their tales of ill-treatment and starvation by the management of the contractors. Their imaginary wrongs, with their false statements published in the press, to the gross injustice of their employers.

Those lying statements have caused a bugbear among the better class of negroes, who under no circumstances could be induced to go. Others, still, on the contrary, have come back to see their friends here, and have willingly

returned there.

In speaking about starvation, the following weekly list of provisions furnished by Mr. S. Miller to laborers at the cost of 50 cents per day, in Guatemala money,, which is equal to 25 cents United States currency, will prove the falsity of said statements:

2 pounds fresh meat.

3 pounds smoked sides

2 pounds salt beef.

5 pounds flour.

5pounds cornmeal.

2 pounds beans.

2 pounds rice.

1pound lard.

2 pounds brown sugar .

1 pound onions.

1 pound dried apples.

1-4 pound tea.

1-4 pound coffee.

The same trouble exists with some "hobos" who go on transportation with the sole purpose of visiting the country at he expense of the contractors, and as they are compelled to work out their transportation, they complain like the negroes.

The contractors want he men; they pay the wages, hence they want the work for it.

The wages paid to laborers and mechanics are as follows:

Laborers for railroad work—\$3.00 per day.

Section foremen—\$150 per month.

Conductors—\$150 per month, with board.

Brakemen—\$109 per month, with board.

Engineers—From \$7.00 to \$9.00 per day, no board.

Firemen—\$3.00 per day, no board.

Machinists—From \$6.00 to \$8.00 per day, no board.

House and bridge carpenters—From \$5.00 to 7.00 per day, according to their ability.

Sawmill laborers—\$2.00 to \$3.00 per day, no board.

Sawmill mechanics—\$5.00 to \$6.00 per day, no board.

Timbermen and ox-drivers—From 3.00 to \$5.00, no board.

Hewers—From \$15.00 to \$16.00 per 1000 board measure, no board.

Ties—6x8, 7 feet long, left at the stump, 40 cents each, no board.

Laborers for rock work—\$3.00 per day, no board.

Stonecutters—\$6.00 to \$8.00 per day, no board.

All wages are paid in Guatemala money.

Board can be had at the following rates: 50 cents, 75 cents, \$1.00 and \$1.50 per day, also in Guatemala money.

Rock work by contract—\$1.25 per cubic yard, and 15 cents extra for filling.

#### ADVICE TO LABORERS.

Laborers and mechanics, when shipped on transportation, must not misrepresent their occupation when they apply for shipment to Guatemala; otherwise they will be the sufferers.

There is plenty of railroad, rock and timber work for all classes of laborers and mechanics.

Work is not compulsory in Guatemala, unless the transportation ticket is paid; when then the laborer is at liberty to work wherever and for whoever he pleases. Therefore be careful to abide in good faith by the above advice; otherwise you will be subject to arrest.

If possible, pay your own transportation, as you will then be under no obligation to either employer or contractor, and you will feel the benefit of it.

## EXHIBITION.

By act of the Legislators of Guatemala, Central America, of May the 8th, 1894, it was decided for President Barrios to open the first exhibition at Guatemala City on the 15th day of March, 1897, and close the same on the 15th day of July following.

The exhibition will be held in the Exhibition Building, covering twelve block, 8082 square miles.

The exhibition will comprise all branches of Science, Art, Industry and the natural products of the five Republics of Central America.

All articles sent to this exhibition should be marked Exhibition Building, Central America, and should be well packed, for the committee will only be responsible for articles received in good condition. All articles sent to this exhibition will be free from duty.

No rent or space will be charged for any article sent to this exhibition.

Reduced rates will be given by all railroad and steamship companies for all articles sent to this exhibition.

Fifteen thousand dollars in cash prizes will be given away to winners of different articles. Also, gold, silver and bronze medals.

In making application for space for exhibit, the number, size and nature of the objects must be stated. All applications must be made to the Central Committee, which committee will clear through any of the customhouse of the Republic of Guatemala all articles addressed to the Central American Exhibition.



Prices to the exhibition is 25 cents, children under 10 years of age free.

Many are the advantages to be gained by seeing this exhibition. It will bring many objects together, so we may compare them; we shall learn what we do not know, and improve what we already know. We may communicate to others a knowledge of their production, and it will thus awaken human labor.

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### DISTANCES.

For the benefit of anyone who intend to emigrate to Guatemala, the following information taken from the *Geua del Immigrante*, published in Guatemala, in June, 1896, is here given:

The distances between the capital of the Republic and the heads of departments are to the: To the Antigua (department of Sacatepeguay), 9 leagues or 27 miles; to Chimaltenango (department of same name), 12 leagues or 36 miles; to Amatitlan, (department of same name), 6 leagues or 18 miles; to Escuintla, 14 1-2 leagues or 43 1-2 miles; to Cuaziniguilapa (Santa Rosa), 14 leagues or 42 miles; to Solola, 30 leagues or 90 miles.

To Totonicapau, 37 leagues or 111 miles; to Quezaltenango, 40 leagues or 120 miles; to Mazatenango (Sechitepequez), 45 leagues or 120 miles; to Retalhuleu, 51 leagues or 153 miles; to San Marco, 55 leagues or 165 miles; to Huchuetenango, 65 leagues or 195 miles; to Santa Cruz del Quiche, 32 leagues or 96 miles; to Salama (Bajaverapez), 23 leagues or 69 miles; to Coban (Alta Verapaz), 42 leagues or 126

miles; to Flores (Peten), 107 leagues or 321 miles; to Izabal, 72 leagues or 216 miles; to Zacapa, 42 leagues or 126 miles; to Chiquimula, 45 leagues or 136 miles; to Jalapa, 25 leagues or 87 miles..

### EXPORTATION.

Coffee is the principal article of exportation and to prove the increase of this industry it is only necessary to notice the following tables, taken from the official documents from 1883 to 1893, a period of ten years:

	Value.
1883.. .. .	\$4,848,832 68
1893.. .. .	18,550,518 73

As will be seen by the above statement there has been an increase in the exportation of coffee in a period of ten years of \$13,700,686 05—a magnificent showing. All of the work was done by native labor. How much more would have been achieved by American skilled laborers.

## LEMON CULTURE.

Lemon culture in Guatemala has been entirely neglected by the inhabitants of that country, although no part of America has been so favored by nature for the successful cultivation of this fruit. A lemon grove could be brought in to bearing in less than half the time it requires in any other portion of this continent by a method we shall proceed to explain. The lime tree grows wild all over Central America, and especially in Guatemala. They grow in all parts of the Republic, from the sea level to an altitude of 5000 feet above it. The fruit is small (about the size of an English walnut) but very juicy. By grafting the Sicilian, California or Florida lemon in these trees, a bearing grove in five and a half or six years, may be looked for. The trees need very little cultivation, and in setting out a grove it is only necessary to plant fifteen feet apart, and keep the ground clean around the roots. Grafting is done by splits or by-shields. The latter is more generally in use, and the proper season is in the month of May or October. The first method is called "sleeping eye," because it is necessary to wait till the spring to see whether the grafting has been successful. The latter is practiced by the most intelligent growers and is called the "living eye" for the reason that should it fail in the coming fall it is operated on again.

The shoots are to be chosen from the best and most vigorous lemon trees, and in the fifth or sixth year, one may have

a fine bearing lemon grove, fruiting all the year round. A ten-year-old tree produces 500 lemons, while at fifteen 1000 is an ordinary yield. Pruning is done according to the growth of the tree. The method most generally in use is an inverted cone. This form is obtained by cutting down the main trunk, and letting the lateral branches grow in order to have all the ventilation and sunlight possible.

This would be the best paying industry, next to coffee, without any doubt, when we consider that over one million boxes of lemons are imported annually from Sicily alone to this State. The numbers we receive from Spain and the South of France are not included in the calculation.

This profitable industry awaits only the skilful hand of the American emigrant to give it the impetus it deserves. The same remark applies to oranges, which, in Guatemala and Honduras, grow the year round, and are exported to this country in crates one-half of them rotting for want of careful packing.

# HONDURAS.

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While Guatemala is making tremendous strides in railroad building and general progress, Honduras, her sister republic, has not been idle. A concession has been granted to a northern syndicate for the building of two railroad systems; the Inter-Oceanic and the Puerto Cortez Truxillo line, which will, like the Northern of Guatemala, connect the two shores of the state, and open to settlers and investors the vast agricultural and mineral wealth of the state.

In the line of possibilities thus opened, Honduras will outrank Guatemala in importance of the fruit products, being peculiarly adapted to the cultivation of all tropical fruits.

Foremost among the fruits of Honduras is the banana, which grows wild all over the valleys of the state. In years gone by thousands of tons of these bananas ripened and rotted on the tree, because there was no one to cut them, and no merchant to buy. Now all is changed.

Two firms, to whom full credit must

be given, opened the fruit trade between Honduras and America, and to whom Honduras is indebted for having led other enterprising Americans to go to Honduras and take advantage of nature's rich gifts. Now the delicious fruit of the Honduras fields are brought almost daily to our doors.

The banana, now so plentiful and well known, is comparatively new in the fruit market, dating back only about thirty years. At the beginning transportation facilities were so limited that it was impossible to bring the fruit to market in anything like saleable condition; the transportation was confined to small sailing vessels, and the length of time required to make the voyage permitted the fruit to ripen and spoil before the vessel reached port. The supply was, therefore, limited, and was barely enough to supply the small city trade of New Orleans, and the sale was mostly to negroes and the lower classes.

About 1866 a steamer was put in the trade. This vessel was chartered by a company known as the "Black Ball" line. After two years of unsuccessful business the company dissolved. Salvado and Joseph Otari, stockholders in the company, then bought a steamer and began the business in their own names. This was the first line to Central America, and is now known as the "Pioneer Line."

Soon after the Otari line started the Macheca Brothers began the same business, and these two firms virtually forced the people of the Northern cities to recognize the banana as a staple article. They appointed agents in all the principal cities and pushed the business to its present immense proportions.

Following the Macheca line came:

The Bocas del Toro and Colon line.

The Costa Rica line.

The Campania Agricola Mechantile.

The Carribbean Banana Company.

An amusing incident, illustrating how little was known of the banana at that time is shown by the following experience of Mr. V. Lamantia, of New Orleans:

In 1864 he shipped fifty bunches of bananas from New Orleans to St. Louis; the fruit cost him at New Orleans \$5.00 per bunch. At St. Louis he was unable to find buyers, and re-shipped to Louisville, Ky. Here he again failed to get dealers to handle the fruit, and in order to reach the people he opened a stand in the market and tried to sell at retail. As no one knew what a banana was, a crowd would gather and such questions as "What are those things?" "Where did you get them?" "How do you eat them?" etc., was asked. In order to answer them he hired a boy to cry the fruit and to eat some of it be-

fore the crowd. Occasionally one would be induced to taste it in a hesitating manner, and the verdict was usually an uncertain shake of the head. 'As a result of this uphill business the fruit ripened and spoiled, and was thrown away. This was the state of the banana trade in 1864. Compare this with the present enormous business, and a correct idea of the growth of the banana business can be had.

The steamship lines now bring to New Orleans millions of bunches, to say nothing of the trade through New York, Boston, Philadelphia and Mobile, all of which dates its beginning from the Oteri Brothers' first venture.

In Central America there are thousands of acres of land suitable for banana culture, and waiting for settlers who is now always sure of a market for his crop.

Honduras has now one line of railway in operation, running from Puerto Cortez to San Pedro. This line does a good fruit business, and will be taken up by the Inter-Oceanic.



## DUTIES ON IMPORTS.

The tariff of Guatemala as here printed is the latest official publication of that country; but a number of decrees modifying the same have been issued, principal among which is the one promulgated October 23, 1885, augmenting the duties 20 per cent on all merchandise imported into the country; consequently that percentage should be added to these rates.

The Guatemalan peso was valued by the Director of the Mint of the United States October 1, 1891, at 72.3 cents.

### SECTION I.

#### Articles Prohibited.

Bullets, iron or lead, bombs, hand grenades and other projectiles of war.

Cannons or other pieces of artillery.

Carbines, rifles or muskets, military.

Counterfeit money.

Machinery and materials for coining or printing money.

Nitrate of potash, or saltpetre, exceeding 25 pounds.

Nitro-glycerine and dynamite.

Obscene pictures, books or objects, and such as are contrary to good morals and customs.

Powder of all kinds, exceeding 2 pounds.

Tobacco leaf.

Tobacco, manufactured, exceeding 5 pounds.

Merchandise imported into the Republic is divided into six classes:

(1) Free list.

(2) Articles paying 10 per cent.

(3) Articles paying 25 per cent.

(4) Articles paying 70 per cent.

(5) Trade with the Central American

Republics.

(6) Trade with the Mexican Republic.

The appraisements established in this code shall be the basis for the collection of import duties.

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## SECTION II.

### Free List.

Anchors and hauling lines.

Animals, live, for breeding, or stuffed.

Articles imported by the government or municipalities for public use or for charitable institutions

Articles imported for their own use by diplomatic ministers residing in the Republic, providing the privilege is reciprocal and the provisions of this code are complied with Consuls and vice-consuls do not enjoy the exemption

Baggage of passengers, the term including all articles of personal use and indispensable instruments belonging to the profession or business of the owner in proportion to his station and circumstances; also furniture in use by parties intending to establish themselves in the country.

Beans.

Boats, tackle, sails, chains, and other equipments for vessels, for use in the ports and on the lakes of the Republic.

Books, used.

Bricks, fire, and crucibles for smelting.

Buildings, frame or iron, complete.

Cement, Roman, or hydraulic lime.

Coal.

Corn.

Crucibles and other apparatus for assaying metals.

Diamonds and other precious tones, un-  
set.

Fragments and rigging of shipwrecked  
vessels.

Fuse, for mines.

Gas, apparatus for making.

Gold and silver in bars, dust, or coined.

Guano and other fertilizers.

Hay and other feed not specified.

Iron, pig, or in bulk, in quantities not  
less than 5 pounds.

Lodestone.

Lumber, rough.

Machinery, unknown in the country, and  
applicable to industry or agriculture.

Minerals, refuse.

Models of machines and buildings.

Molds for making flowers.

Pease, dried.

Periodicals, loose or bound.

Photographs and views of the country.

Plants, exotic, and their seeds.

Portraits belonging to families residing  
in the country.

Potatoes.

Quicksilver.

Rice.

Rye.

Samples of goods the duty on which  
shall not exceed \$1.

Seeds, flower, vegetable, or other kind  
not specified in this chapter.

Telegraphic supplies.

Vegetables, fresh.

Wharves in the ports, appliances for.

Wire, barbed, for fences, with hooks.

Wrappings, ordinary, when the articles  
are not appraised on the gross weight:

In bales, the wrapping cloth, oiled

cloth, side boards and straps are considered as wrappings. In cases, the tin or zinc lining, cardboard, paper and casings, unless expressly included in the corresponding appraisement. No blanket, sheet or other article mentioned in sections 4 and 5 of this chapter will be considered as wrapping.

The following articles are also free of duty, as per proclamation of the President of the United States of America, dated October (1) 1890:

1. Live animals.
2. Barley, corn or maize, and rye.
3. Cornmeal.
4. Potatoes, peas and beans.
5. Fresh vegetables.
6. Rice.
7. Hay and straw for forage.
8. Tar, pitch, resin, turpentine and asphalt. ●
9. Cotton-seed oil and other products of said seed.
10. Quicksilver.
11. Mineral coal.
12. Guano and other fertilizers.
13. Lumber and timber, in the rough or prepared for building purposes.
14. Houses of wood or iron, complete or in parts.
15. Fire-brick, lime, cement, shingles and tiles of clay or glass for roofing, and construction of buildings.
16. Marble in slabs, columns, cornices, door and window frames and fountains, and dressed or undressed marble for buildings.
17. Piping of clay, glazed or unglazed, for aqueducts and sewers.

8. Wire, plain or barbed, for fences, with hooks and staples for same.
19. Printed books, bound or unbound; printed music; maps, charts and globes.
20. Materials for the construction and equipment of railways.
21. Materials for electrical illumination.
22. Materials expressly for the construction of wharves.
23. Anchors and hoisting tackle.
24. Railings of cast or wrought iron.
25. Balconies of cast or wrought iron.
26. Window blinds of wood or metal.
2. Iron fire-places or stoves.
28. Machinery, including steam machinery for agriculture and mining, and separate parts for the same.
29. Gold and silver, in bullion, dust or coin.

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### SECTION III.

#### Articles Paying 10 Per Cent on Invoice Valuation.

Acids, used in the arts and industries of the country, not included in the tariff on drugs and medicines.

Artificial teeth.

Axles, tires and wheels for wagons, carts or wheelbarrows.

Barley.

Barometers.

Barrels, pipes and hogsheads, empty.

Bellows, blacksmiths'.

Books, for exercise in writing, drawing and mathematics, for use of schools.

Candle molds.

Cane, rattan, straw and palm leaf, for furniture or hats.

Caldrons or boilers, iron or copper, for

sugar mills.

Charts or maps, geographical

Checks, metal, for use on haciendas.

Clocks for towers, with dials and bells.

Compasses, mariners'.

Cotton, raw, with or without seed.

Crucibles.

Felt roofing or any invention for roofs.

Fur, rabbit or hare, for hat-making.

Globes, geographical or astronomical, for study, all kinds.

Hoops, wood or iron, for barrels, hogshheads, etc.

Horsehair.

Hour-glasses.

Instruments used in the sciences, arts, and agriculture, not otherwise classified in this code.

Jewelry, gold at least .600 fine, silver at least .835 fine.

Lasts, for boots and shoes; blocks, for wigs and hats, wood.

Lead in bulk or in sheets for roofs.

Levels

Lightning rods and appliances.

Linear measures.

Lithographic stone.

Lumber, for building.

Machinery for agriculture, mining and other arts, sciences and industries, and loose pieces belonging to same.

Marble, rough, in bulk.

Mausoleums or sarcophagi.

Mathematical instrument cases.

Music, printed and manuscript.

Needles, knitting.

Oil or haircloth for making hats.

Paper, stamped for embroidery.

Paper, for printing, in sheets at least 100

x65 centimeters.  
Patterns for tailors and dressmakers.  
Pipes, iron, lead or zinc, for conducting water, gas, etc.  
Platform scales for weighing over 5,000 pounds.  
Plows of all kinds.  
Poison, for curing hides.  
Presses, hydraulic, for extracting oil or for use in the agricultural industry.  
Printed books.  
Printers' ink.  
Printing office materials.  
Pulleys or blocks, wood or iron.  
Pumps, iron, with or without piping, for mines, irrigation or fires.  
Sheet iron for roofs.  
Slate for roofs.  
Statues, life-size, for models.  
Staves, barrel.  
Sugar molds.  
Surgical instrument cases.  
Table service, silver at least .835 fine gold at least .600 fine.  
Tar of all kinds.  
Type for printing.  
Wagons or carts of all kinds, and their appliances, except harness.  
Watches, gold at least .600 fine, silver at least .835 fine.  
Wheat.  
Wheelbarrows of all kinds.  
Wire masks for emptying bee-hives.  
Wool, carded and uncarded.  
Zinc in bars.

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#### SECTION IV.

Articles Paying 25 Per Cent on Appraised Valuation.

Dollars

Axles and springs for carriages,  
net weight .....pound.. .212

Carriages

Closed, four - wheeled, elevated  
seat for driver, silk uphol-  
stered .. .. .each..578.40

Same, not upholstered with silk  
..... each ..361.50

Open, four-wheeled, silk uphol-  
stered ..... each ..289.20

Same, not upholstered with silk  
..... each ..216.90

Same, two-wheeled, all kinds  
each ..... 86 76

Same, four-wheeled, ordinary,  
wooden body, for passengers,  
each .....144.60

Elastic, of all kinds, for shoes,  
yard ..... .289

Harmoniums, each ..... 44.38

Harness—

Double, with silver ornaments,  
per pair .....144.60

Single, with silver ornaments,  
each ..... 57.84

Double, with or without orna-  
ments of base metal, pair.... 57.84

Single, with or without ornaments  
of base metals, each.... .. 23.136

For wagons, carts and plows, each 5.784

Leather—

Patent, for footwear, halsters  
harsters, or other use, includ-  
ing paper wrappings, pound.. .578

Calf-skin for footwear, carriage.....  
covers, including paper wrap-  
pings, pound.... .. .463

Sheepskin, kid, morocca, chamois,  
buckskin, sole leather, uppers,



and other dressed hides, except patent leather, not mentioned in this code, including paper wrappings, pound.... .289

Pianos—

Grand, each... .506.10

Half grand, each... .289.20

Upright, all kinds, each... .216.90

Square, triple-stringed, each... .202.44

Square, double-stringed, each... 72.30

Square, single-stringed, or mon-  
ochord, each.... .21.69

Sacks, empty, for exporting pro-  
ducts of the country, each.... .145

Steel, in bars or sheets, un-  
wrought, gross weight, 100  
pounds.... .4.338

Thread—

Cotton, or yarn and wicking, un-  
bleached or bleached, for weav-  
ing, gross weight, pound.... .145

Same, red cotton, gross weight,  
pound... .362

Same, other colors, gross weight,  
pound.... .264

Tin, in bars, or sheets, gross  
weight, 100 pounds..... 7.23

Tin plate, gross weight, pound.... .043

Worsted, for embroidery or knit-  
ting, including weight of wrap-  
ping, pound.... .723

Each and every article not enumerated  
in the above articles I, II, III, IV, pay 70  
of 100 ad valorem.

Articles whose appraisement raises a  
doubt by reason of their size, make,  
quality, or classification shall be ap-  
praised the same as articles of a similar  
character.

Articles not specified in this title which  
are not similar to any enumerated will  
pay 70 per cent on their invoice valua-  
tion.


## THE AGENCY.

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In speaking of Guatemala and her future, nothing has as yet been said about the prime factor in her development. This is the labor, or immigration agency. This agency is located at No. 327 Exchange Alley, and is the only one in New Orleans; is under \$5,000 bond as required by law.

The agency supplies contractors with labor of all kinds, and give true and reliable information to travelers and those wanting to know about the country represented.

All letters of inquiry will receive prompt attention and all information given can be relied upon implicitly.

 Copies of this Book, together with Maps, etc., and any information desired, can be had by addressing

V. LAMANTIA,

327 Exchange Alley,

NEW ORLEANS, LA.

# CENTRAL AMERICA

## Railroad and Ticket Agency

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### FAIR WARNING.

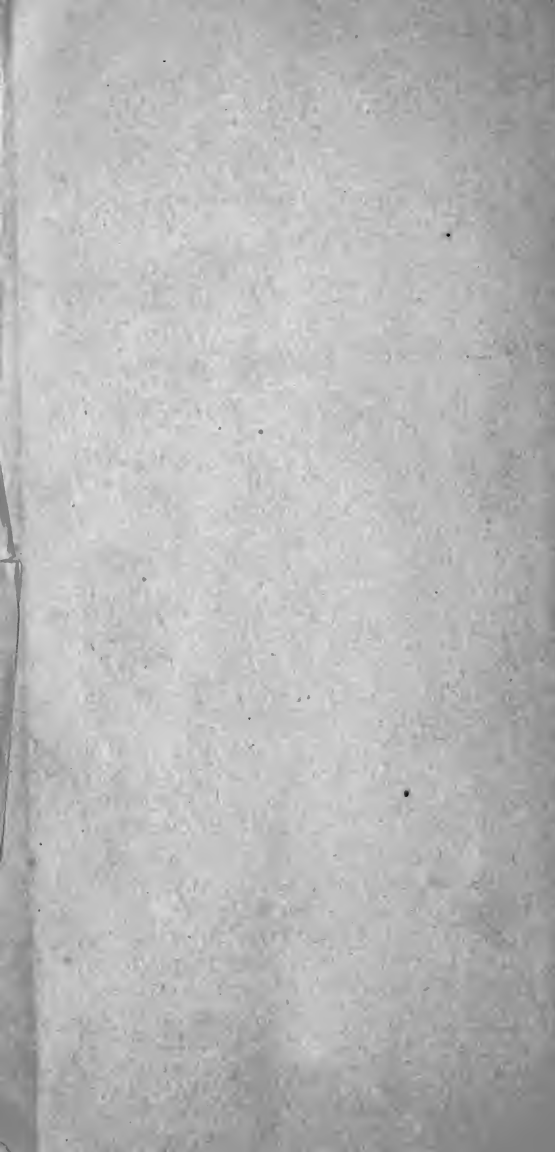
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**This Agency ships Laborers and Mechanics** to Guatemala, for Railroad and Timber work, when so ordered by Contractors who then advance their transportation, and same is deducted from the first wages.

When we call for **Stationmen, (Diggers,) Rockmen, Masons, Stone Cutters, House or Bridge Carpenters, Wood Choppers, Trackmen, Tiemakers or Machinists, etc.,** we mean men who understand their business, able to do the work and make money by it. And no **Cooks, Waiters, Clerks, Book or Timekeepers, Bakers, Cake or Pastry-men, Tailors, Barbers or Shoemakers** need apply for same.

Parties misrepresenting their trade when they apply for shipment to this Agency, will be put to work at anything, until their transportation is paid for, when they will be at liberty to work at whatever they please. Hence, we want the right sort of men we call for, and no others.

V. LAMANTIA.



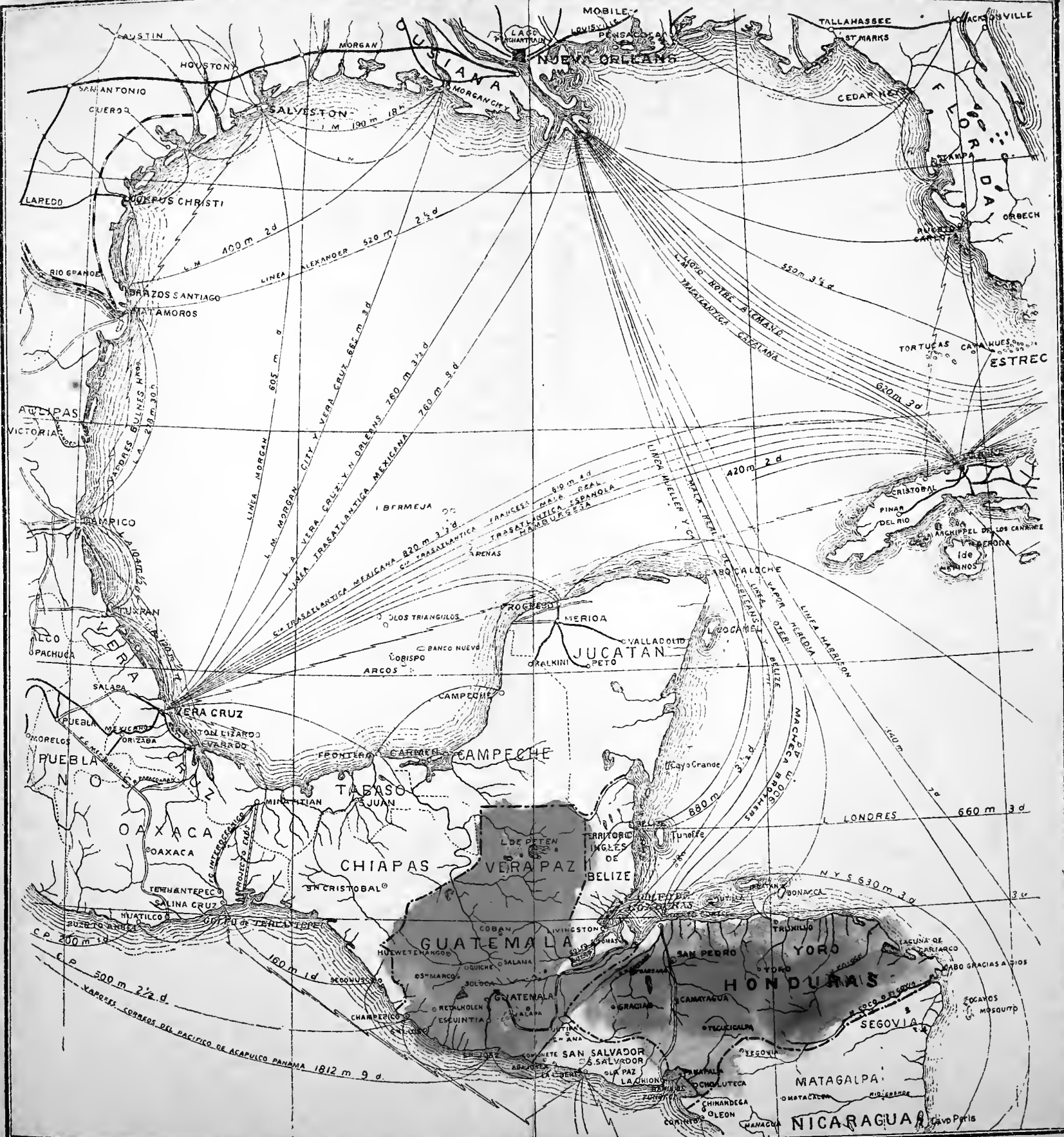












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# LATEST RAILROAD MAP OF GUATEMALA AND HONDURAS.

SHOWING ALL LINES OF RAILROADS IN OPERATION AND PROPOSED.

## GUATEMALA

Is now the only Country in America, building Railroads.

Guatemala is the Coming Country for future generations.

President Barrios will inaugurate a New Era of prosperity, by opening a Grand Exposition in Guatemala City, in March 17, '97.

Guatemala in the next five years will have five hundred miles of Rail Road completed.

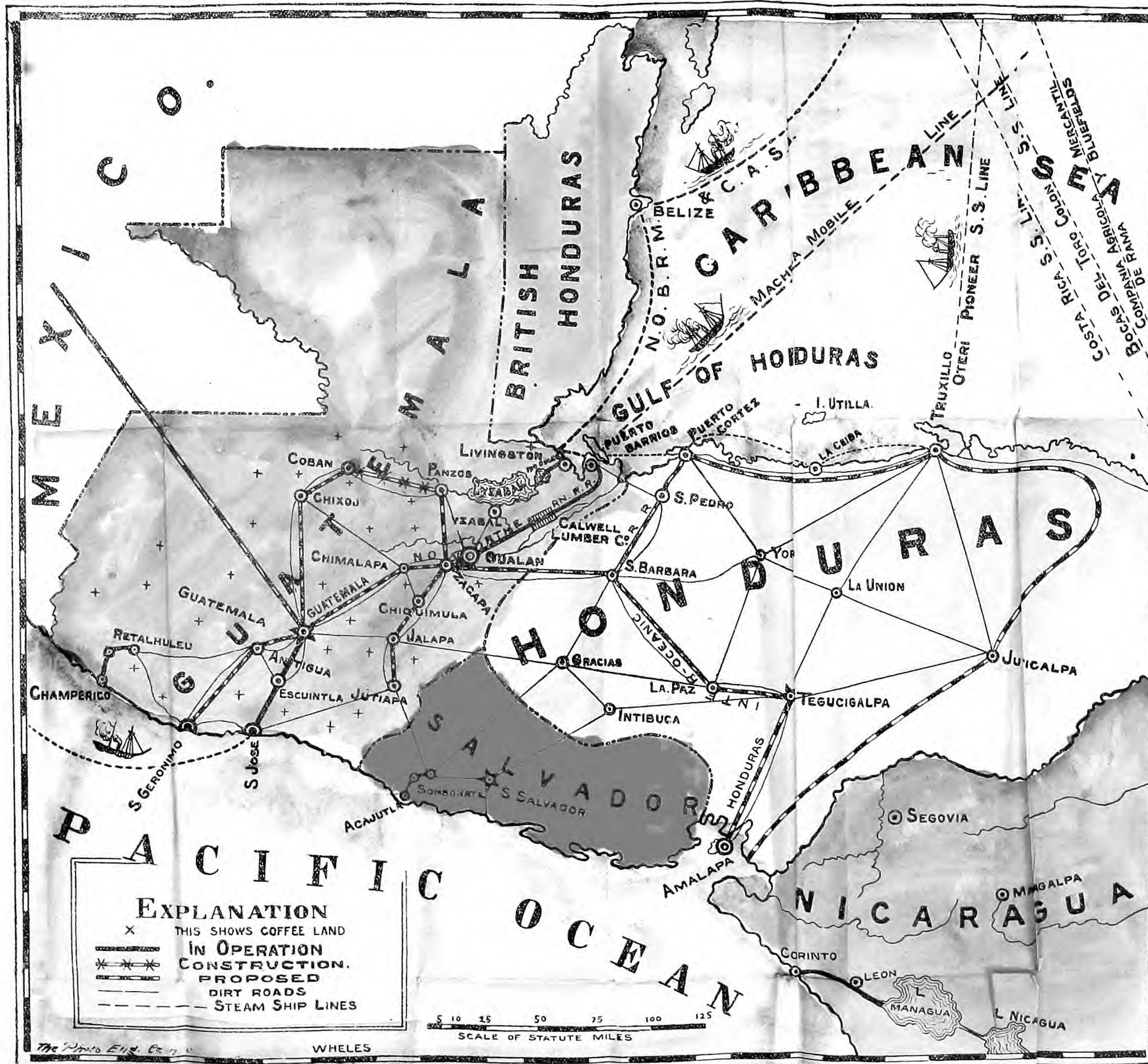
Guatemala needs emmigration but most especially the industrial American Fruit Culturists, Timbermen and Coffee Growers. She also needs a number of Saw Mill Plants, to develop her natural timber resources.

When the Railroads now building are completed, she will open up a New Era of Commerce to the World.

President Barrios, besides being a progressive Railroad man, is also master of several languages. He will make of Port Barrios the most important commercial port in Central America.

While Guatemala is progressing in railroad building, Honduras her sister republic will follow her example by building the Inter Oceanic, from Port Cortez to Amalapa, on the Pacific Coast, and through Truxillo to Tegucigalpa.

Little Salvador, will awake from her lethargy, by building a Main Line from her Capital City, (St. Salvador) through the City of Guatemala, via Jutiapa to connect with Zacapa and Puerto Barrios.



## STEAMSHIP SCHEDULE.

### TO GUATEMALA.

The N. O. Belize Royal Mail S. S. Co., Ltd., is the only line which goes directly from this port to Guatemala. Said Line has been a great factor towards the building up of the Railroad System of Guatemala.

Sails Thursday of each week at 9 A. M.

### TO HONDURAS.

Oteri Pioneer Line.  
Sails Monday of each week.

### TO BOCAS and COLON.

Bocas del Toro and Colon S. Line.

Sails (Advertised.)

### TO BLUEFIELDS.

Compania Agricola Mercantil de Rama y Bluefields.

Sails Weekly.

### To Ceiba & Bocas del Toro.

Bocas del Toro, Agricultural Society Line.

### To Bluefields & Greytown.

Bluefields Banana Co.

Sails as Advertised.

### TO COSTA RICA.

Costa Rica Steamship Line.

Sails (Advertised.)

The Central America Railroad Labor Agency is the only reliable one in the City.

For full information regarding the Country, Work, Wages, Tickets, Rates and for Maps and Guides,

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## GUATEMALA and HONDURAS.

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Historical and Geographical re-  
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Regulations; Etc.